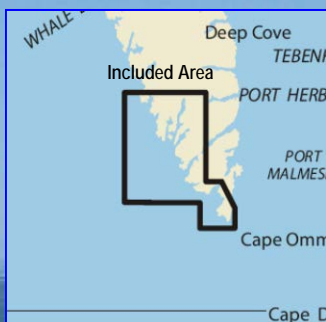


# BookletChart™

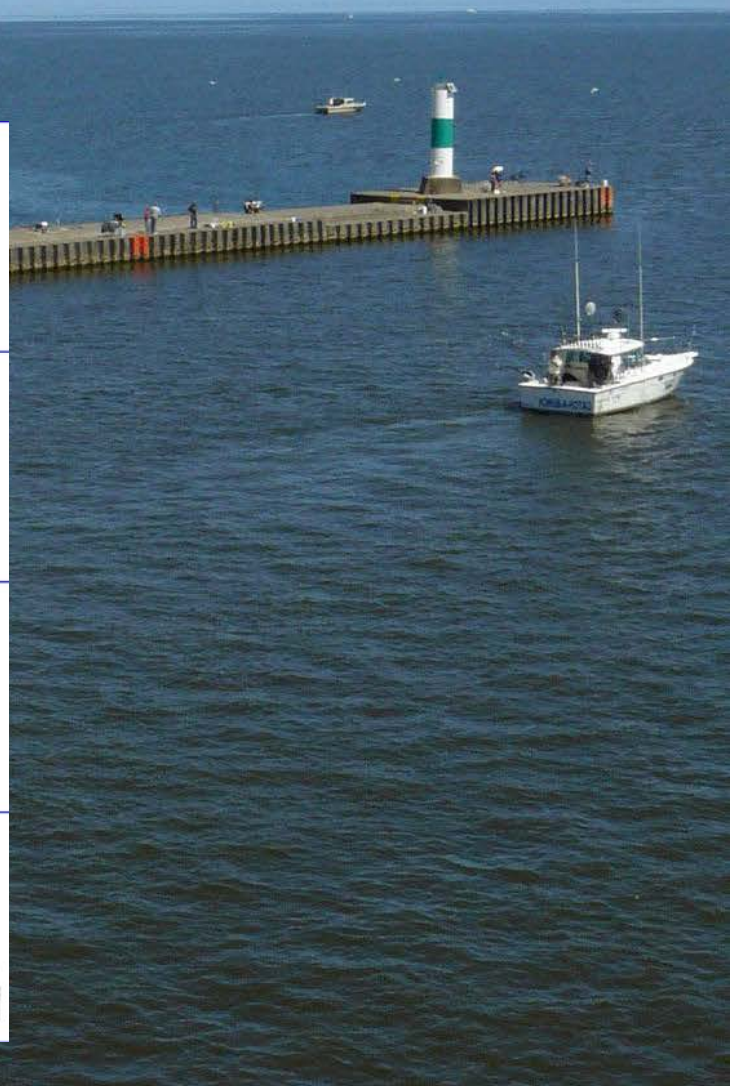
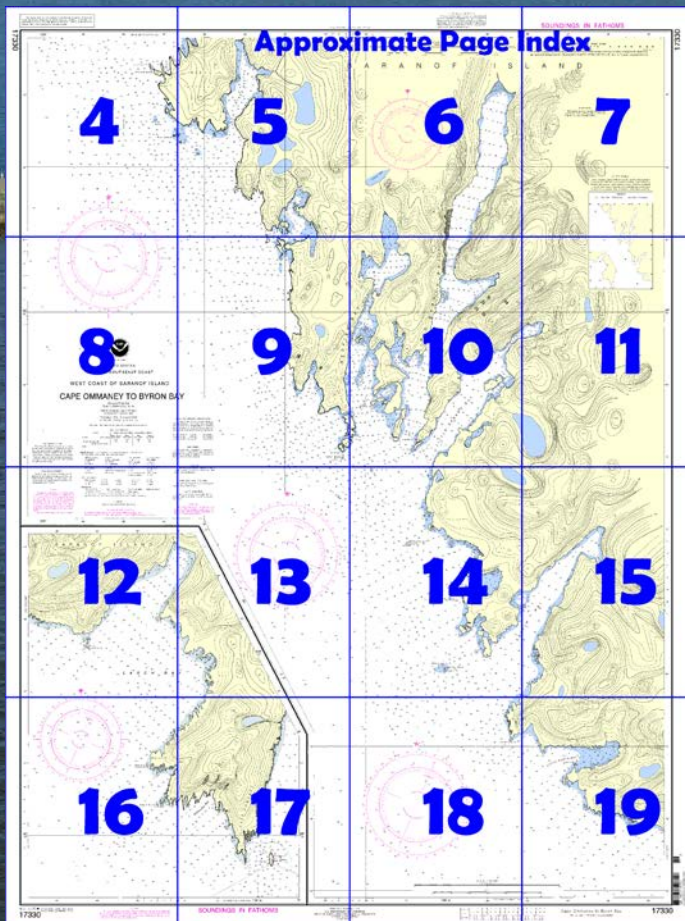


## **West Coast of Baranof Island – Cape Ommaney to Byron Bay** **NOAA Chart 17330**

*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17330>.



**(Selected Excerpts from Coast Pilot)**  
**Cape Ommaney**, the S extremity of Baranof Island, is a remarkable promontory terminating in Ommaney Peak, a bluff, rugged, rocky mountain, detached from the higher land N by a low depression running through from Port Conclusion. Wooden Island, close SE of the cape, is marked by **Cape Ommaney Light** (56°09'37"N., 134°39'40"W.). (See chapter 10 for descriptions of the island and light.) **Ommaney Bay** is an open bight on the W side of Cape Ommaney of no importance to navigation. **Eagle Rocks** are a group of bare rocks close off the first point W of Cape Ommaney.

**Bobrovoi Point**, about 1.8 miles NW of Cape Ommaney, is the SE point at the entrance to Larch Bay. It terminates in a wooded hummock that may be mistaken for Wooden Island during an approach from NW.

**Larch Bay** is a large open bay with an arm that extends in a NE direction. Anchorage may be found in about 20 fathoms in this arm. Small launches use this arm during the fishing season when fair weather prevails. Rocks extend about 500 yards off the W point of the entrance to the bay. There are low depressions between the bay and Chatham Strait.

**Little Puffin Bay**, about 5.8 miles NW of Cape Ommaney, has depths of 21 fathoms at the entrance, decreasing to 7 fathoms about 0.3 mile from the head, and then shoals rapidly. At the head of the bay are a stream and a gravel beach with outcropping rocks. Exposed anchorage for small vessels may be had in 6 to 7 fathoms, hard bottom. In entering, favor the N shore to avoid rocks awash and breakers off the S shore near the entrance.

**Sealion Rocks** (56°15.1'N., 134°50.0'W.) are a cluster of four dark rocks about 7.5 miles above Cape Ommaney and directly off the entrance to Puffin Bay. Several smaller outlying rocks are close-to. The central rock is pyramidal in appearance with steep sides; the others are somewhat more massive. The depths are good on all sides of the rocks, but it is better to pass S of them in entering Puffin Bay.

**Puffin Bay** is about 7.2 miles NW of Cape Ommaney. On the NW shore near the entrance is a massive patch of white rock. Depths in the bay range from 90 fathoms near the entrance to 23 fathoms close to the head. A small bight in the NW shore, 1 mile within the bay, furnishes temporary anchorage with limited swinging room for small craft. The entrance to the anchorage has a depth of 11 fathoms in a channel about 60 yards wide between shoals that extend from both points of the entrance. The cove furnishes little protection from S. The small cove in the SE shore near the head of the bay furnishes anchorage for small craft in 5 to 8 fathoms in the middle of the cove. The very narrow entrance channel has depths of 12 fathoms. Williwaws blow with considerable force during SE gales.

**Driftwood Cove** is a little bay 1.2 miles N of Sealion Rocks; its entrance is obstructed by reefs marked by kelp patches. The cove is exposed.

**Big Branch Rock** is a massive, dark, round-topped rock, about 1.8 miles NNW of Sealion Rocks and about 1.6 miles SE of Redfish Point.

**Redfish Cape** is a narrow peninsula appearing as a comparatively low, wooded ridge, parallel to the coast; it is the only apparent low ridge in the vicinity. From N a short distance above Redfish Cape, a white conspicuous cliff is seen in the midst of the timber. A chain of barely separated wooded islets extends 0.5 mile S from the end of the cape; the southernmost one terminates in **Redfish Point** (58°18.1'N., 134°52.5'W.). Between Redfish Point and Big Branch Rock are the entrances to Little Branch Bay, Big Branch Bay, and Redfish Bay.

**Redfish Breaker**, awash at low water, is 0.1 mile S of the outer rocks S of Redfish Point. It breaks except in calm weather. A rocky patch with a least-found depth of 3½ fathoms is about 0.5 mile SE from the same point. A shoal covered 7 fathoms is about 0.6 mile S of the point.

**Little Branch Bay** is about 1.9 miles long to the narrows, which are barely 75 yards wide, and widens into a basin. About 0.4 mile SSW of the narrows is an island, separated from the E shore by a channel 50 to 100 yards wide. Midchannel depths in the bay range from 81 fathoms near the entrance to 21 fathoms off the island, 12 fathoms in the narrows, and 17 fathoms in the middle of the basin at the head.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Juneau      Commander  
17th CG District      (907) 463-2000  
Juneau, Alaska



# Table of Selected Chart Notes

Corrected through NM Nov. 17/07  
Corrected through LNM Nov. 13/07

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:20,000 at Lat. 56°18'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WIRE DRAGGED AREAS

The area tinted green was swept in 1926 for previously undetected dangers to navigation. All dangers found are shown on this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.374" southward and 6.416" westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Cape Ommaney, Baranof Island, AK	(56°10'N/134°40'W)	9.9	9.1	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Nov 2007)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## SOURCE DIAGRAM

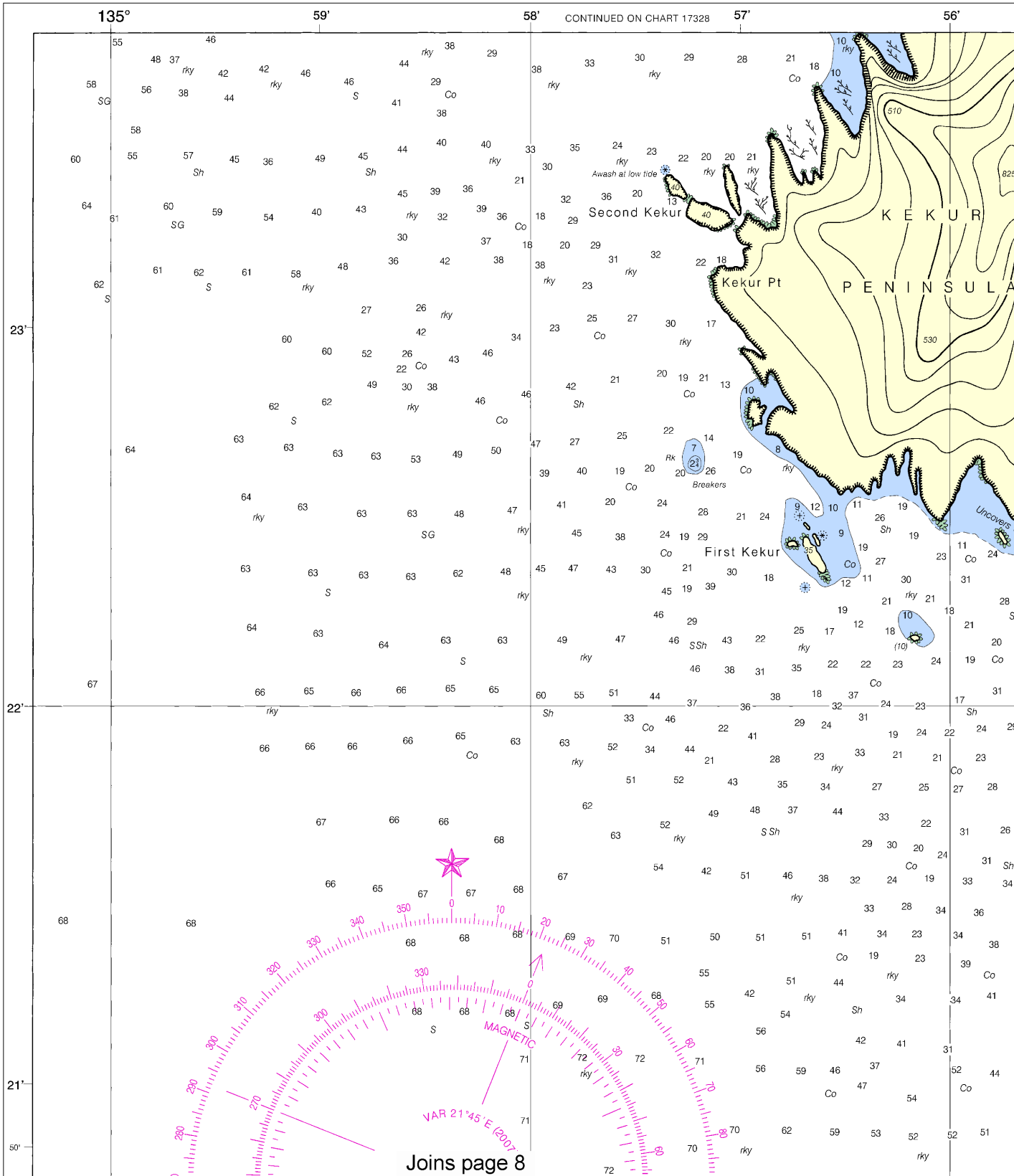
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

# PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

17330



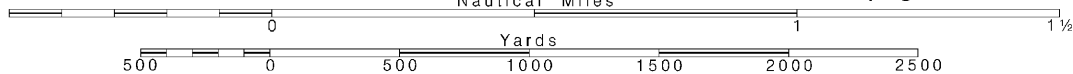
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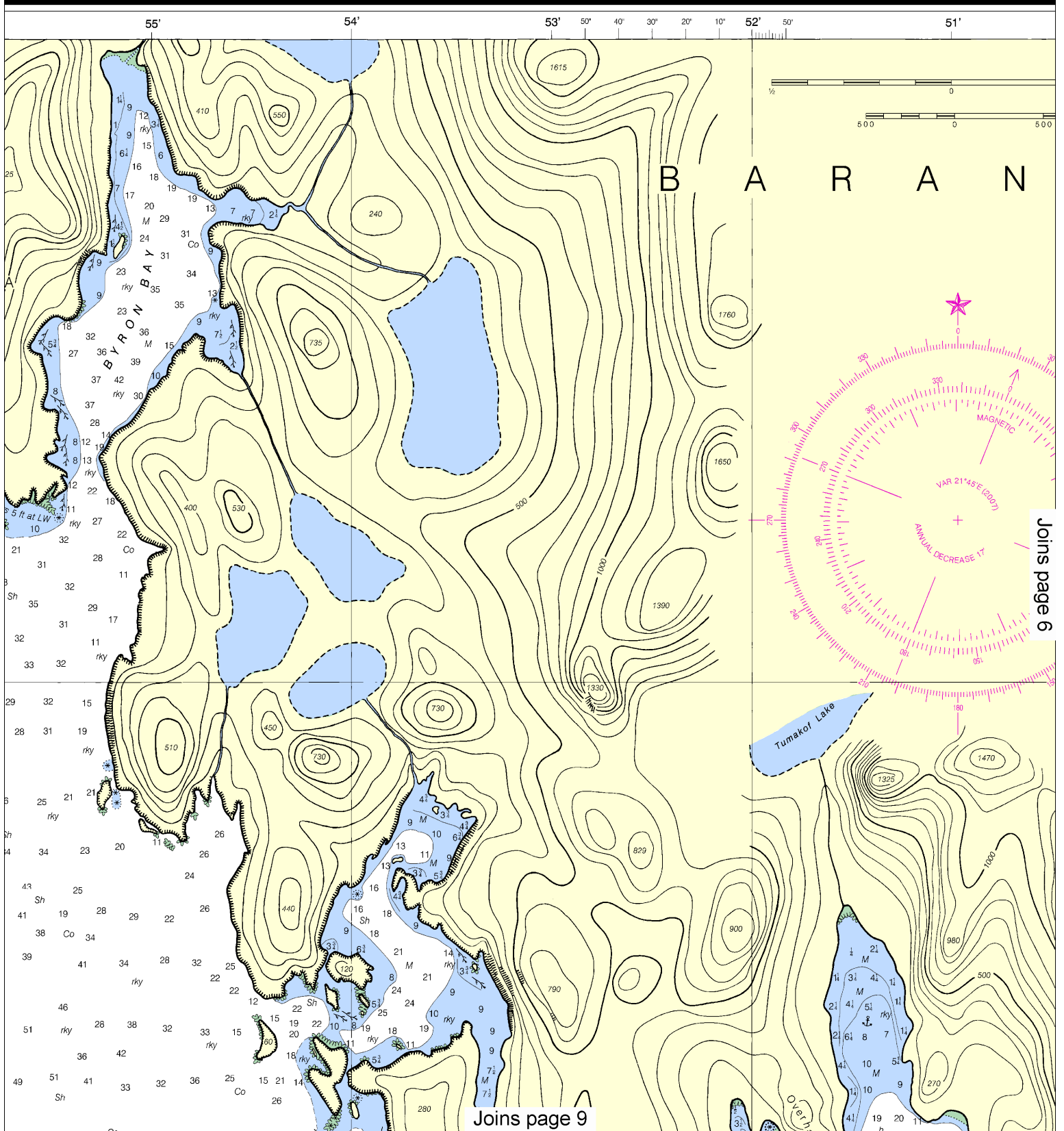
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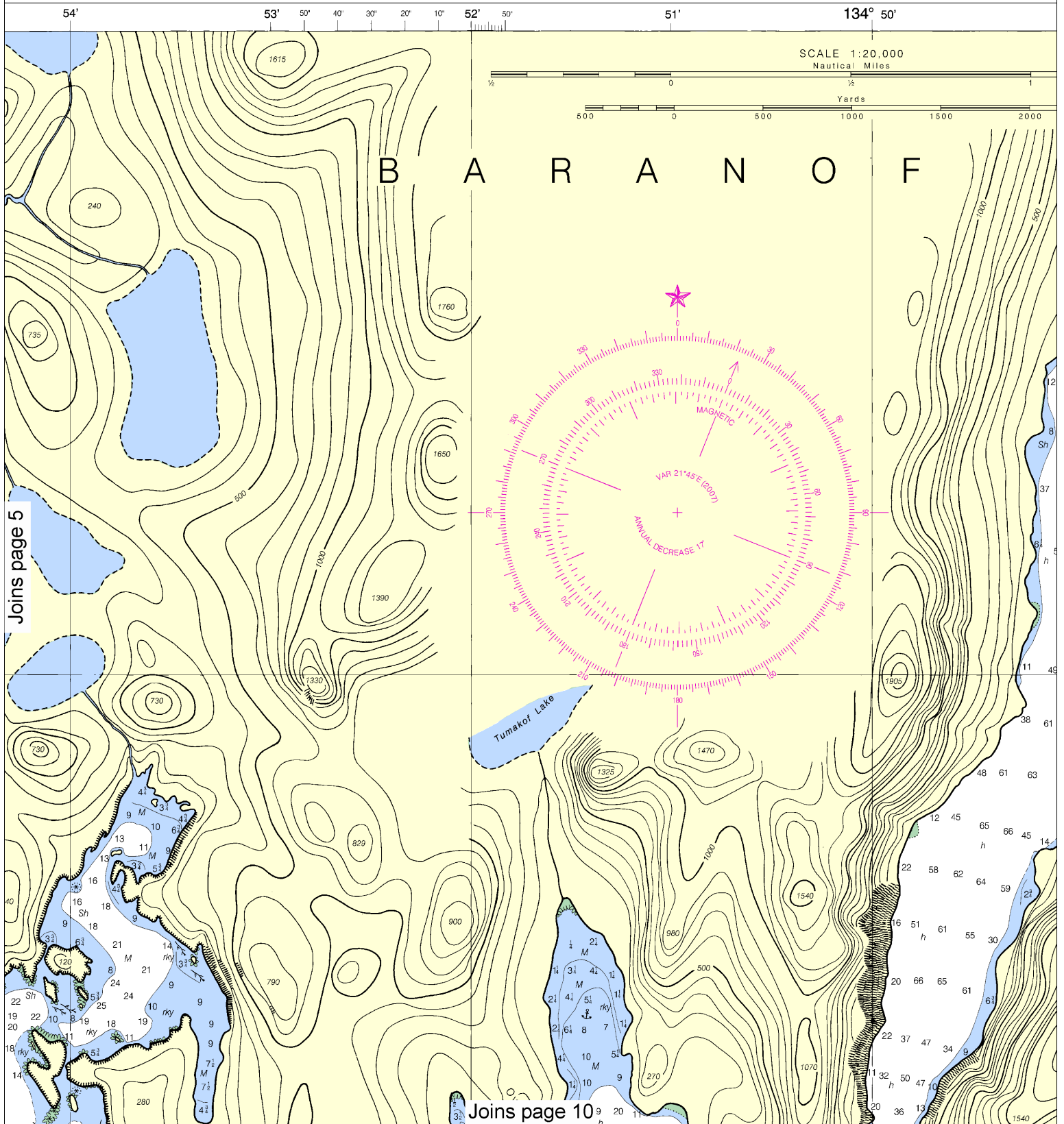
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Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



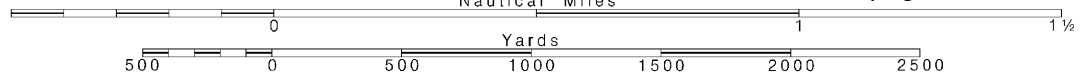
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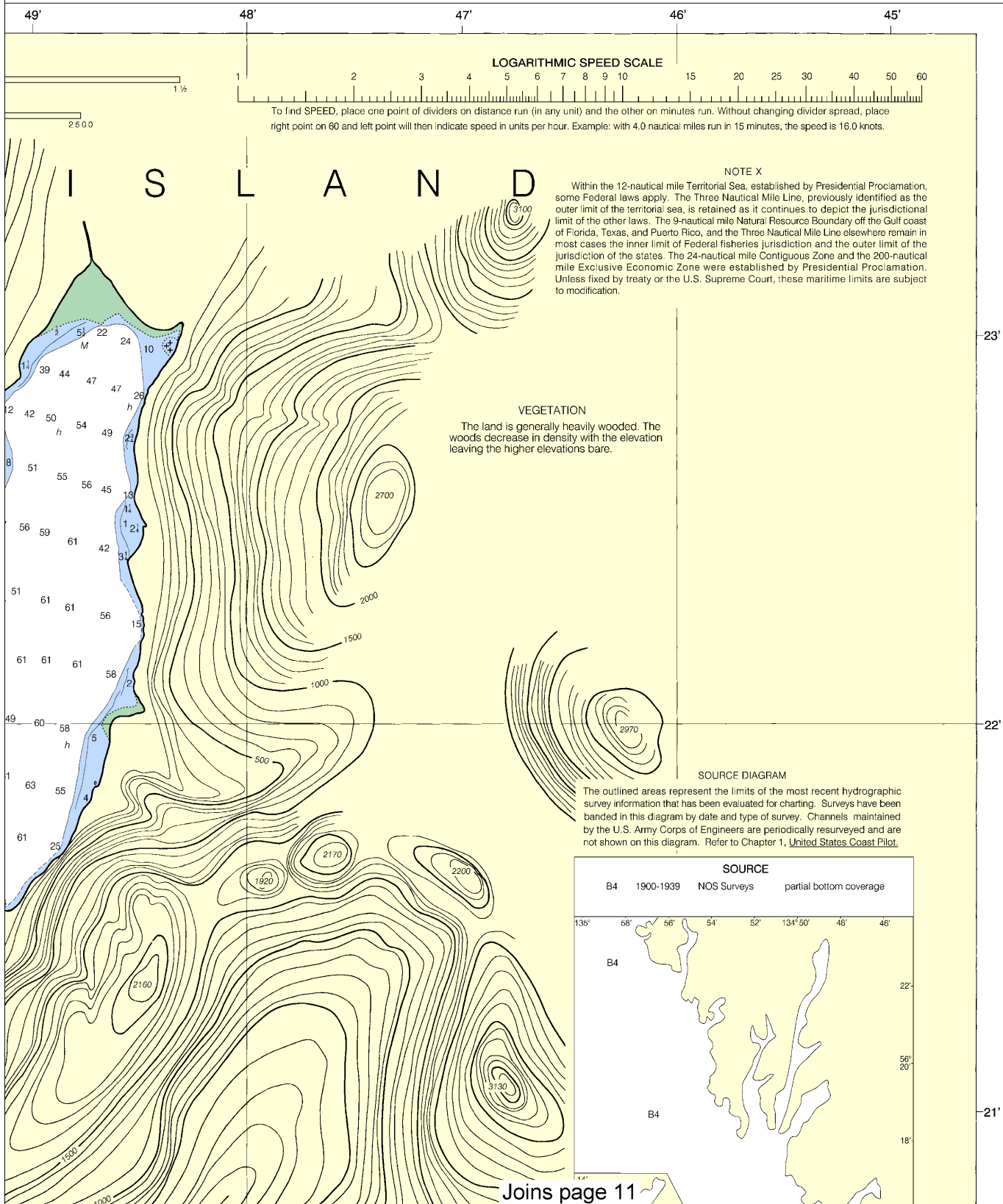
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Nautical Miles

See Note on page 5.



# SOUNDINGS IN FATHOMS

17330

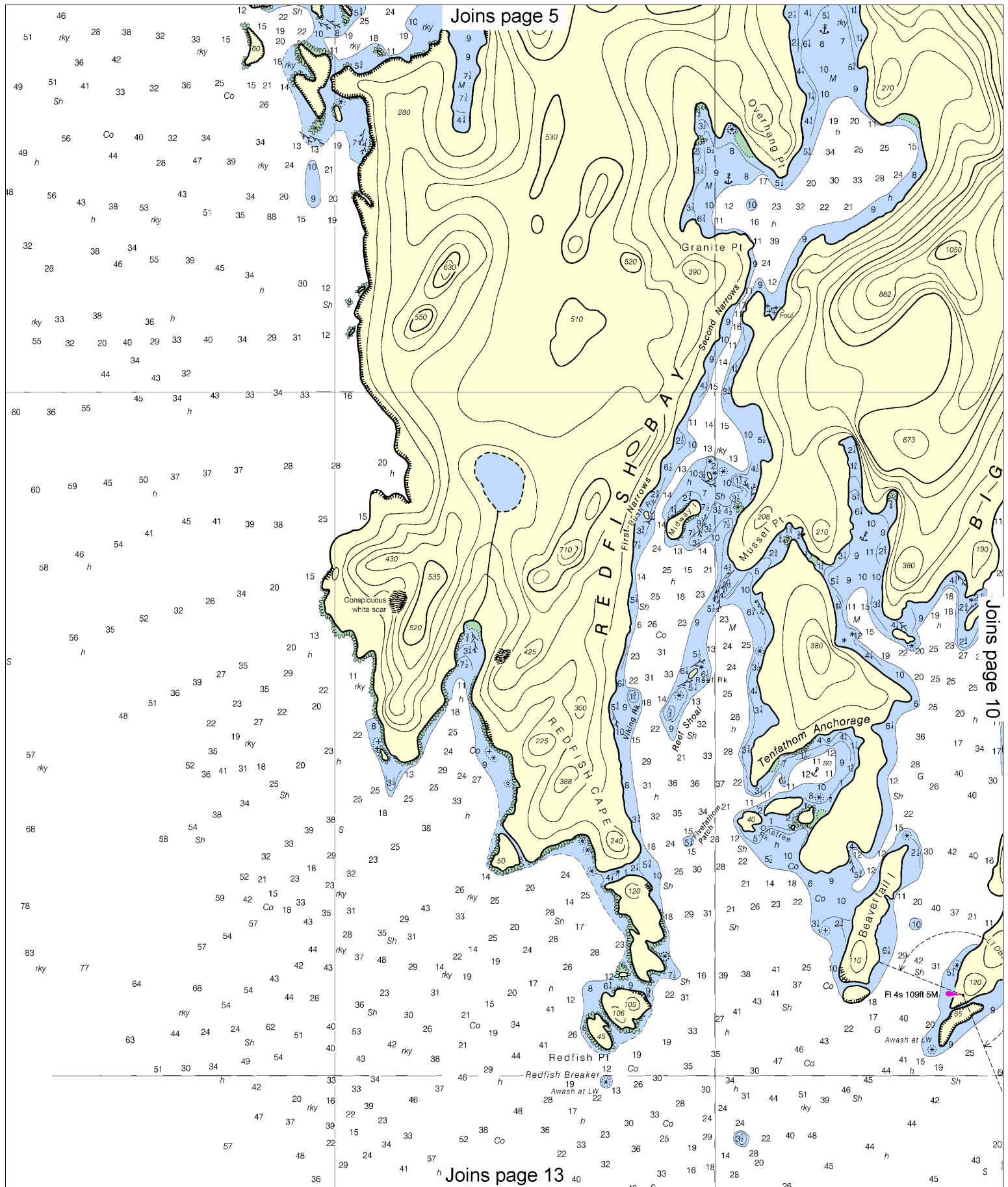


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.









Joins page 6

Joins page 9

Joins page 14

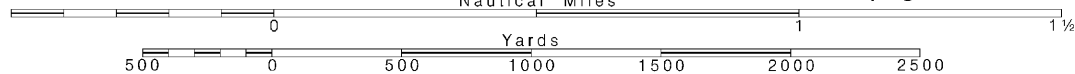
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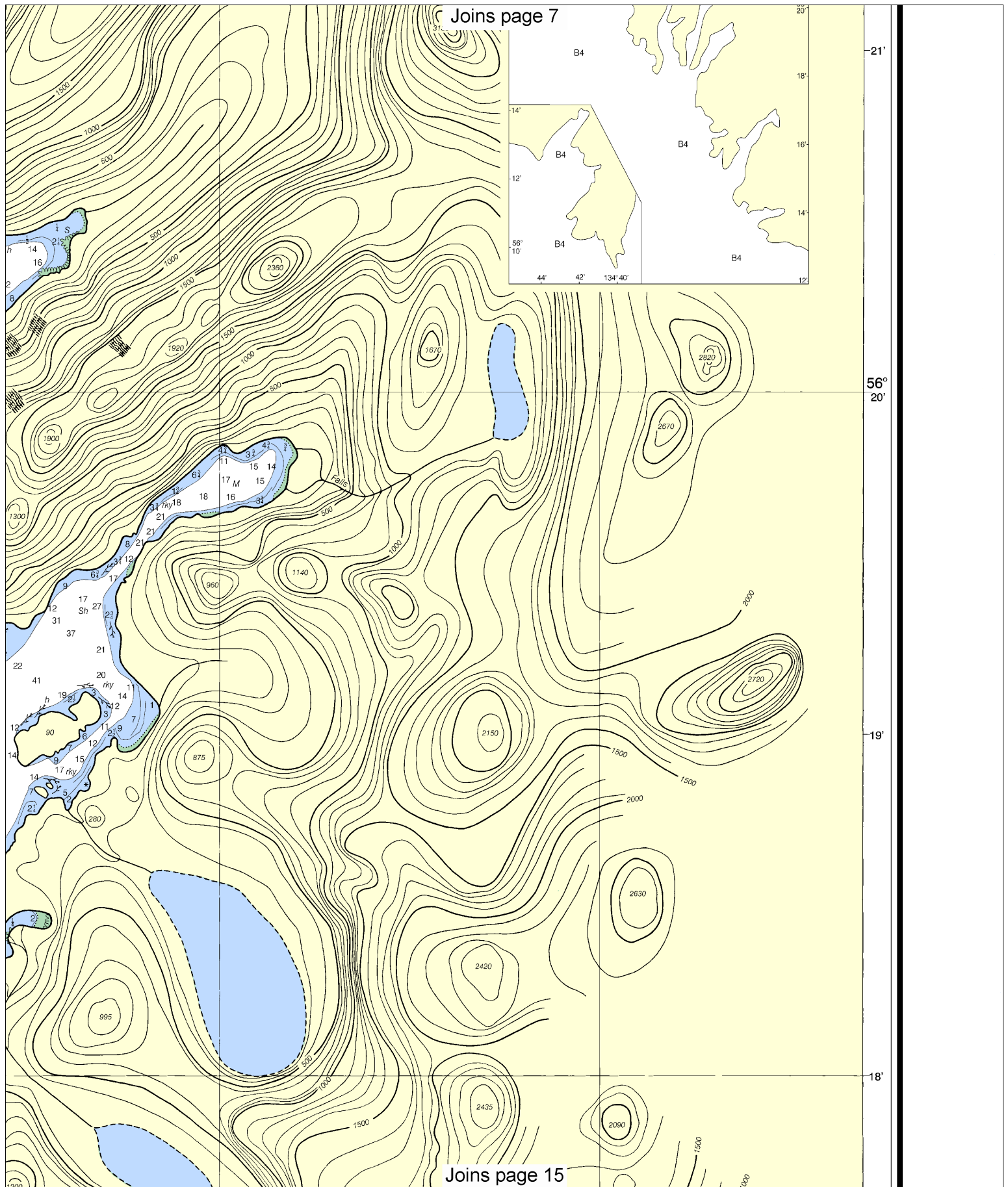
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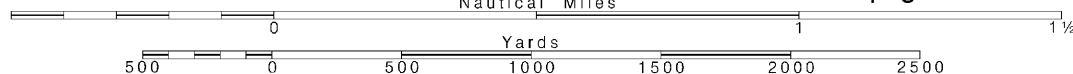
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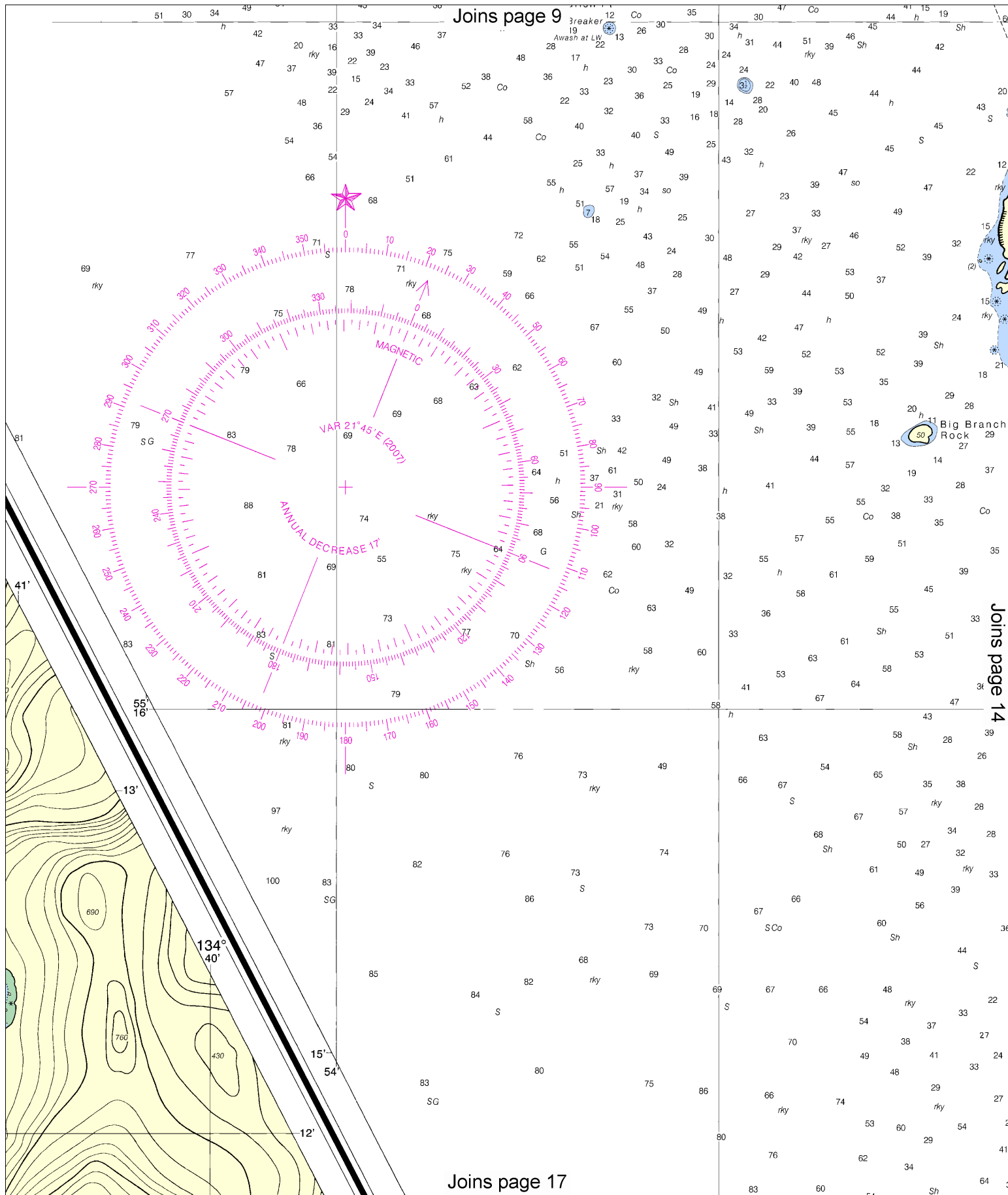
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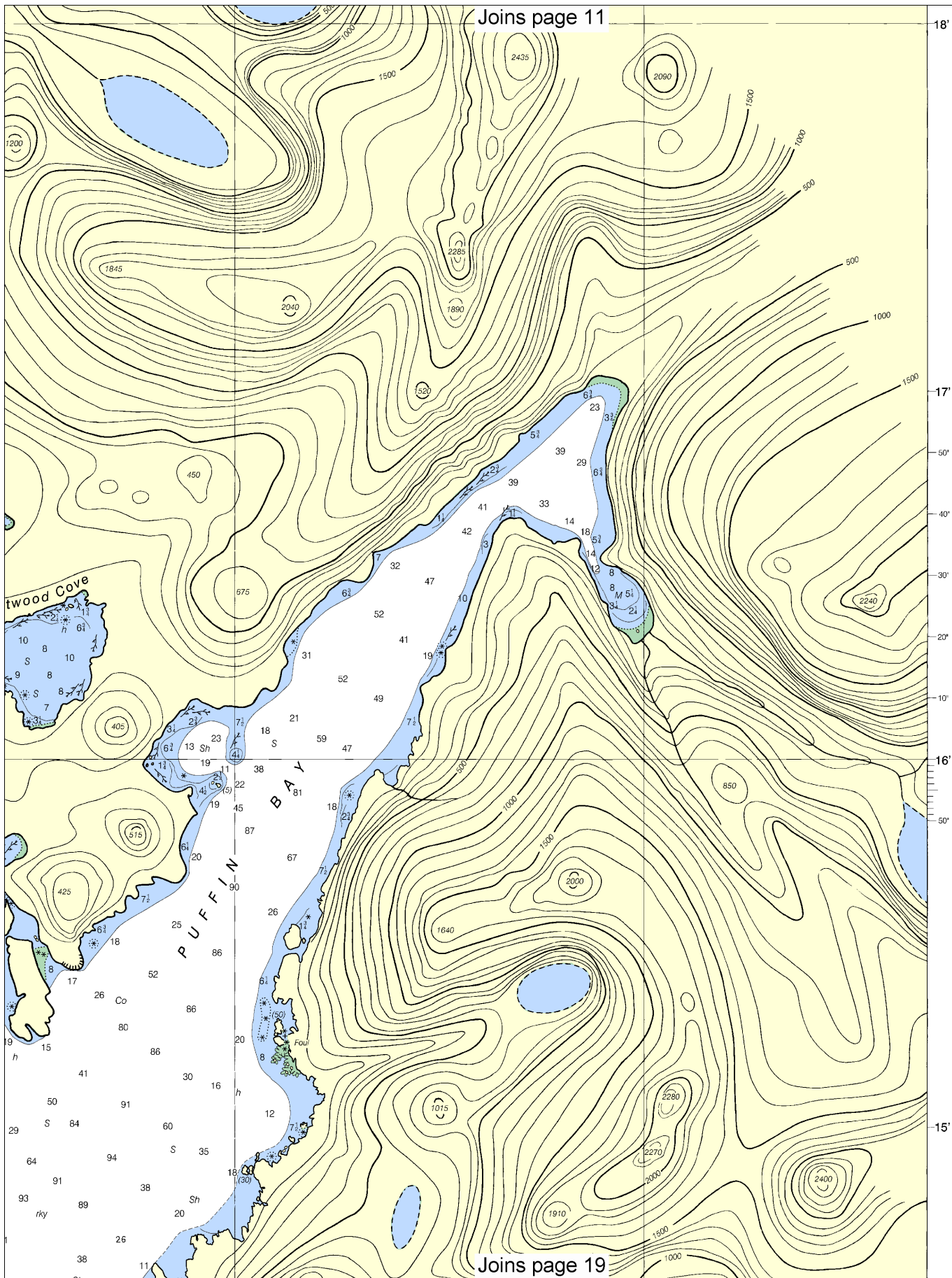




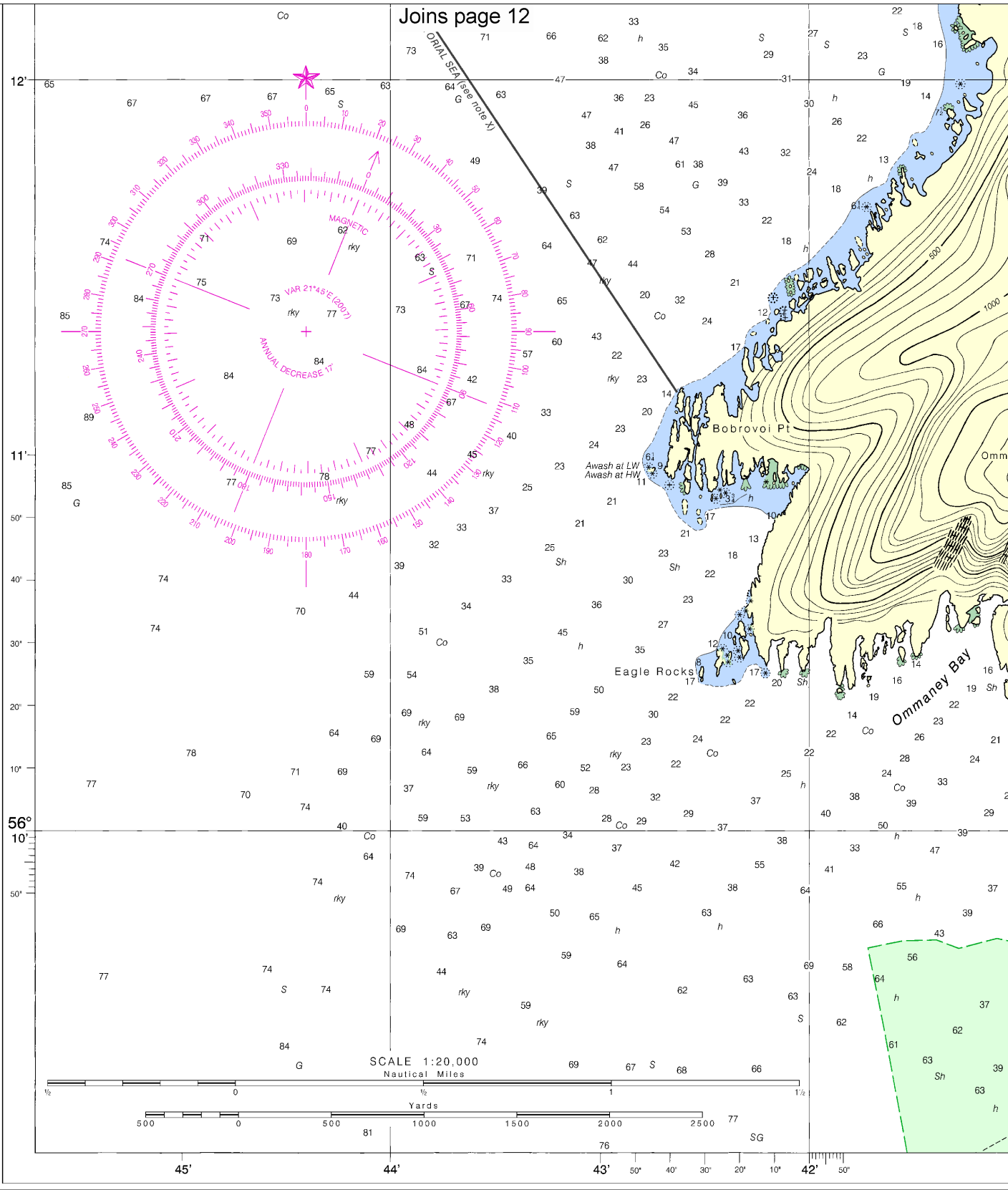




Joins page 11



Joins page 19



9th Ed., Nov. / 07 ■ Corrected through NM Nov. 17/07  
Corrected through LNM Nov. 13/07

17330

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SOUNDINGS

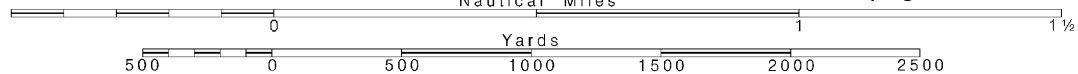
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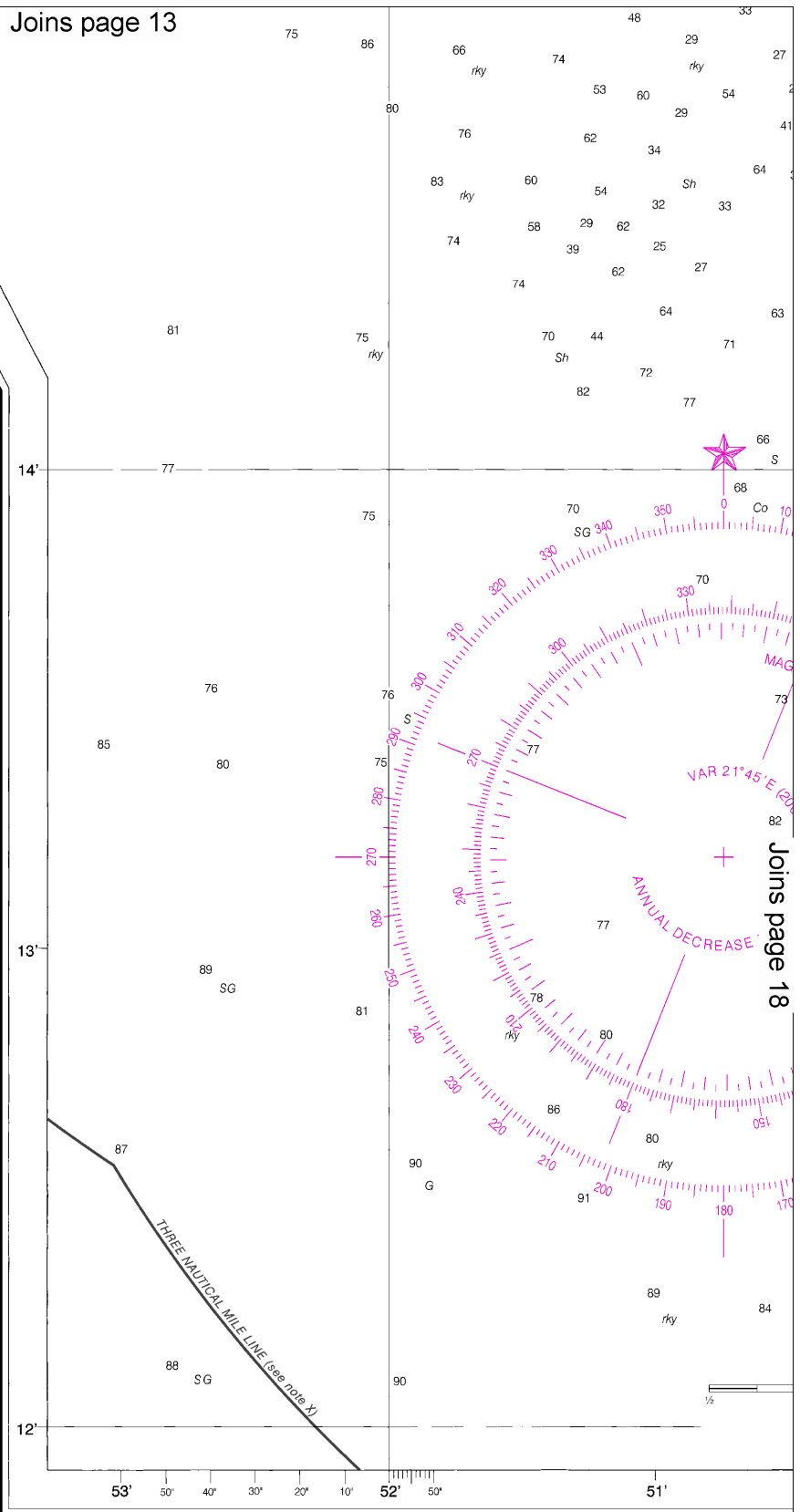
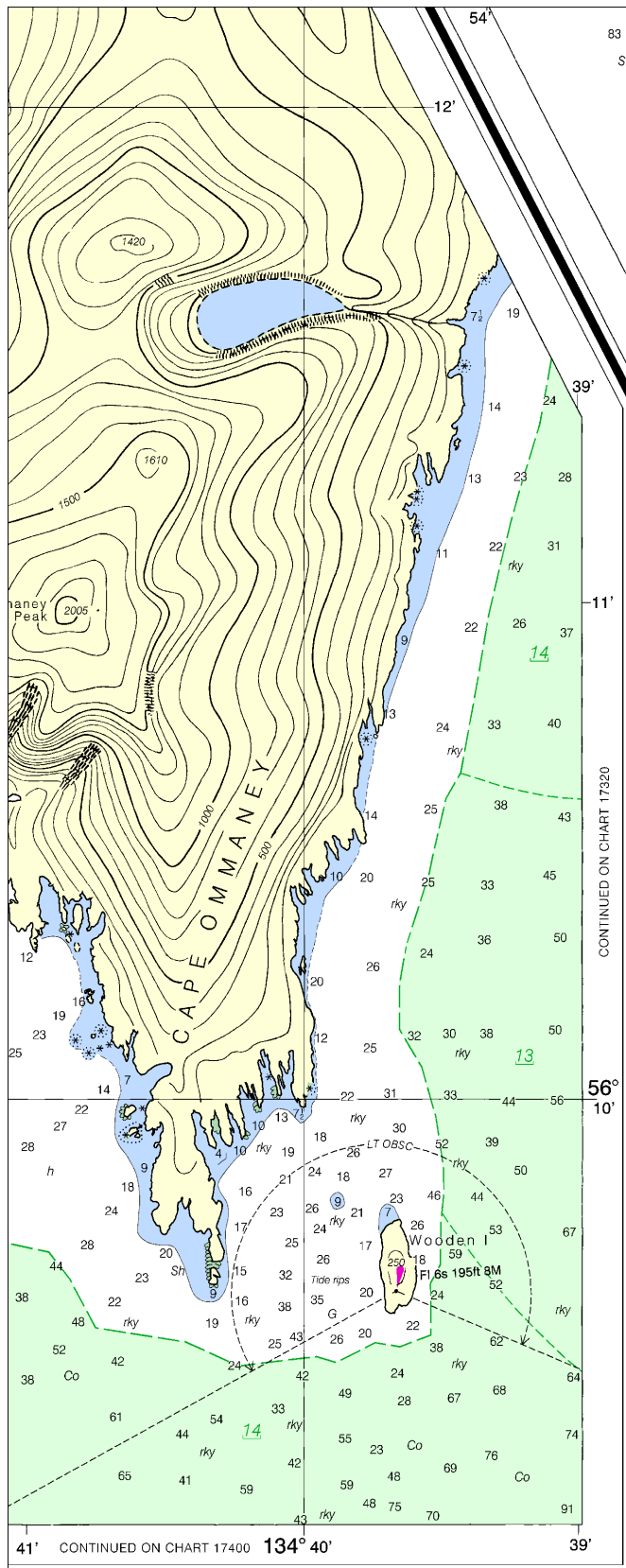
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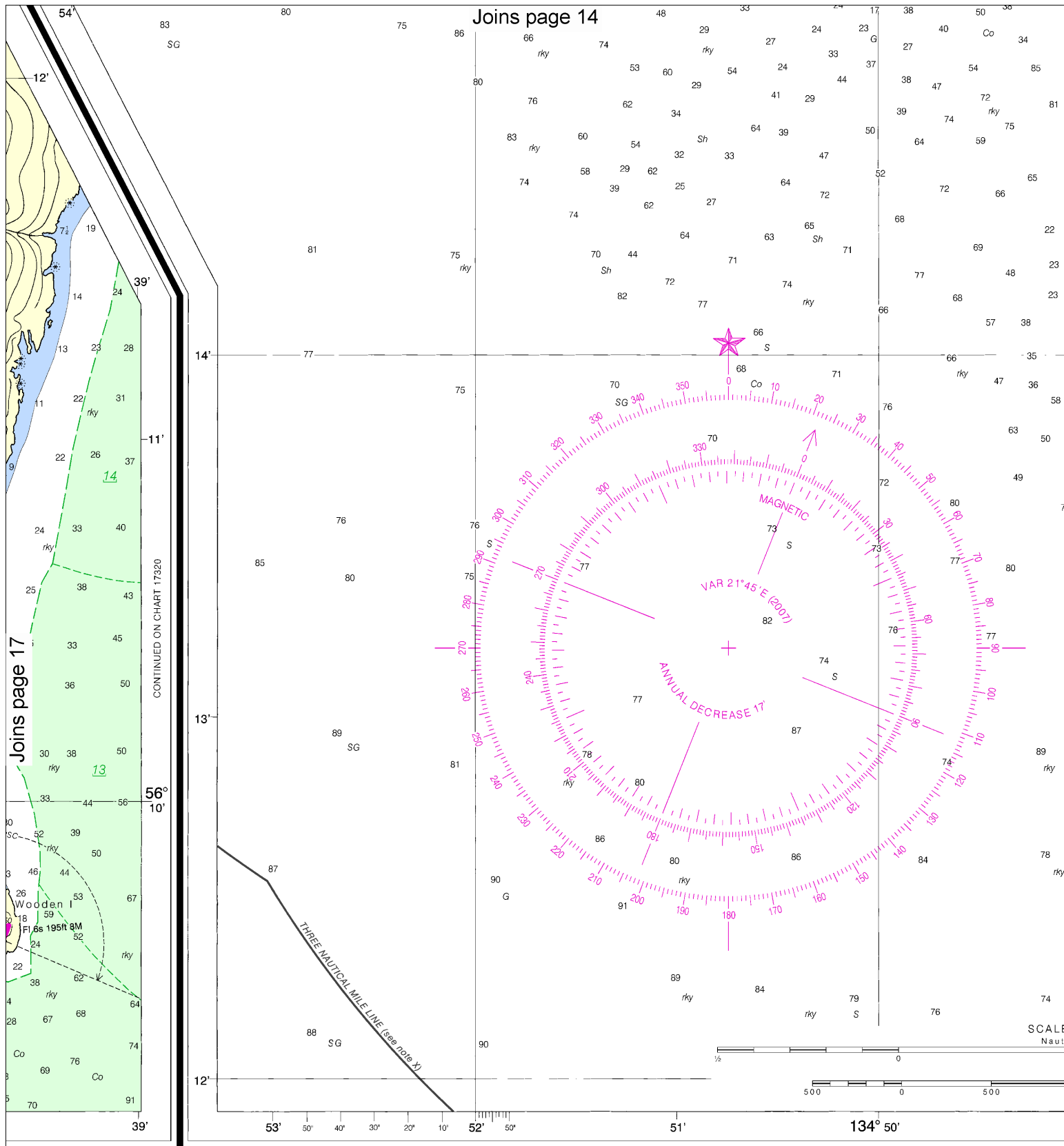
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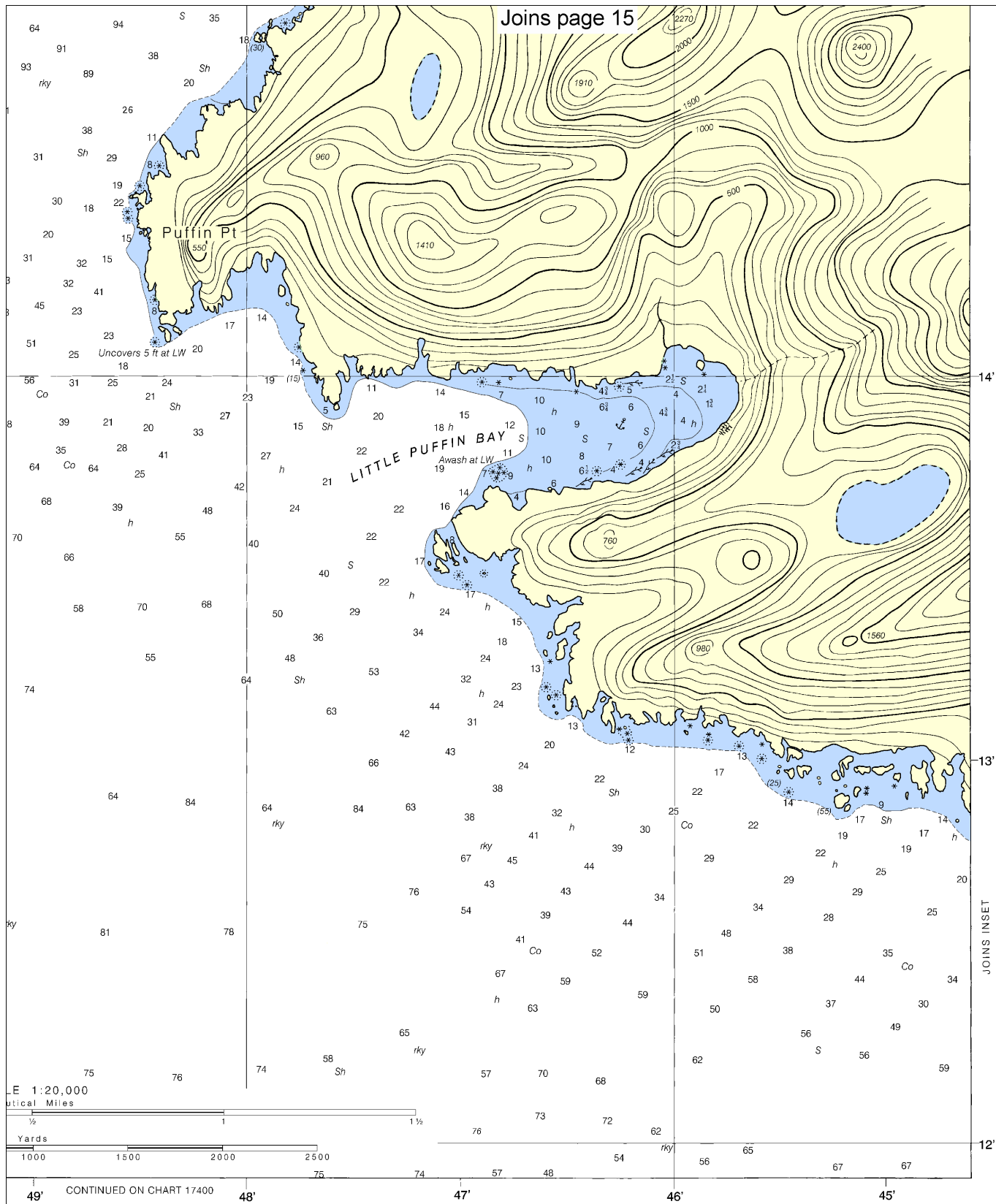
See Note on page 5.











ED. NO. 9

NSN 7642014011430  
NGA REFERENCE NO. 17XHA17330

Cape Ommaney to Byron Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17330



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

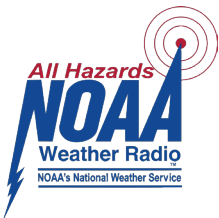
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

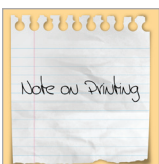
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
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Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker